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FOREIGN MISCELLANY.

From the United Service Journal.

PORTS OF FRANCE.

BREST—PORTS AND DOCKYARDS.

[Concluded from last No. A. and N. C.]

It may not be uninteresting to enumerate the ships in ordinary as they are moored in the dockyard at present. (In the Post-Captain's office there is a plan of the whole, with each ship stuck in its berth by a pin, through its card model, so that he can change it and see at a glance where they are, and what changes take place, as they are fitted out and sent to sea, others out of dock, or laid up, &c.)

SHIPS MOORED IN THE PENFELD.—IN THE DOCKYARD, 1837.

| Nos. | Remarks. |
|------|---|
| 1 | Diana—old cut-down frigate. |
| 2 | Hebe—ditto. |
| 3 | An old gabare. |
| 4 | Jean Bart—74, seamen's depot. |
| 5 | Inconstant—brig, old. |
| 6 | Ardent—old steamer, the Recouvrance link of the Admiral's chain. |
| 7 | The Admiral—sloop, closing boom alongside. |
| 8 | A new sloop of war. |
| 9 | Ocean—120, new. |
| 10 | Guerriere—old 60-gun frigate. |
| 11 | Jean d'Arc—60 guns, serviceable. |
| 12 | Ceres—sloop. |
| 13 | Adour—sloop; Nisus,* brig, alongside, a-tanto, ready to sail. |
| 14 | Sabine—sloop, new, from St. Malo. |
| 15 | Alemene—sloop; Atalante,* 60, Amazon,* 60; frigates fitting alongside. |
| 16 | Astrea—small frigate, rigged, very handsome model. |
| 17 | Neptune—74, new, rebuilt from the keel, a fine ship. |
| 18 | Constance—frigate, old. |
| 19 | Surveillante—60, frigate, old. |
| 20 | Arethusa—ship sloop, very handsome. |
| 21 | } Mud-machines, pontons at work at these moorings. |
| 22 | |
| 23 | Veteran—74, occupied by riggers (gabiers.) |
| 24 | Junon—sloop. |
| 25 | Galatea—frigate; an old Portuguese frigate alongside, and an old steamer. |
| 26 | Magicienne—frigate, small, old. |
| 27 | An old sloop. |
| 28 | Tourville—74, old. |
| 29 | Tarn—sloop, old. |
| 30 | Blonde—sloop, old. |
| 31 | Flore—18, brig. |
| 32 | Abeille—sloop, new from St. Malo, a fine vessel. |
| 33 | } Old ships cut down, now store hulks. |
| 34 | |
| 35 | Charente—sloop, riggers on board. |
| 36 | Antigone—frigate, old, razee, stores. |
| 37 | L'Etonnante—sloop, razee, guardo and upper chain. |

To these may be added some old sloops and steamers good for nothing, and not numbered.

In the roads, a short mile from the river's mouth, were lying the Dido, 60-gun frigate, going to the West Indies, with the flag of Rear-Admiral de la Bretonniere; two ship sloops of war; and five 18-gun brigs. Rather in-shore of them, the Orion, 74, is moored, and fitted (with only ten guns on board) as a naval college, and practical school for embryo midshipmen. The numbers on board vary according as the young gentlemen pass and are sent on board sea-going ships. At present (1837) there are forty on board, attended to by proper officers and able professors of astronomy and navigation. They are kept in strict discipline, and seldom allowed leave on shore.

* Those "alongside," fitting, rigged, nearly ready, or just going to sea.

The name, as well as the uniform of midshipmen, is changed of late in the French service: they are now called the *Elèves*, and are divided into the first and second class—the first wearing a gold *aiguillette* on the right shoulder; the second, alternate blue and gold (striped.)

It remains, by way of summing up the present state of the Brest naval establishment, to notice something of the regulations and general economy of the yard, as to the work going on. There are said to be, in the whole, 3,000 men employed, besides the convicts in gangs, of about 1,000 more daily (out of the 2,500, as some of them are ill, and some hundreds not worked in the yard from age and infirmity.) The length of the day's work is regulated according to the seasons; graduated to minutes each month: in winter they enter at eight A. M. and leave at four P. M.; from April to September is the earliest, the longest day's work from half-past five A. M. to six in the evening. In winter only half an hour is allowed to dinner; in the longer days, an hour. No excuse passes after the second dockyard bell has done ringing; the first rings for six minutes, the last for fifteen: forty-five minutes elapse, when they are checked and mulcted. The general pay ranges at about one franc six sous, little more than thirteen pence; the higher artisans from two francs to two francs ten sous; the clerks, and all the officers connected with the yard, on an equally modest scale of remuneration, in proportion to their duties and capacities; nor does it seem at all to operate against their steady performance, in the most efficient manner, of their respective tasks: while on the one hand, it enables Government to retain a vigorous establishment, and, comparatively, throwing very few even partially out of employ; on the other, it is found, on an average, as much as individuals can obtain for their work elsewhere in the country. A false importance is nowhere raised, and few or none are discontented; seeing that the very highest offices, up to the Maritime Prefect, the scale of salary, or rather its modesty, is scrupulously adhered to.

The order of the work going on in the yard, at all quarters, seems to be carried on with the most exact method, and the best economy, both of labor and material, in every department. For the communication of the work parties from side to side, there are harbor-boats constantly manned at the different stairs; for the minute superintendence of every sort of work, quartermasters respectively attend, independent of a general supervision, ranging all over the yard, of superiors, who visit and look narrowly into everything going on, so that there is constantly a double check on waste or inattention.

The only drawback to the excellence of the whole system would seem to be the presence of the convicts in the yard at all! (just as it is with us.) They are, however, kept at separate employments as much as possible—such as that requiring mere moving power in the wheels of the mud machines, the cranes, and to drag the stores about, attached to carts contrived for them. In this way they are made as useful as it is possible. Still, a good many are employed more confidentially, without being chained two and two, with but a slender ring round the leg, according to their continued good behavior. From long habit these men, though made to follow the regulations of the rest, marched in a body in and out of their barracks, chained to a long bolt to their beds at night, &c., are at last hardly looked on as criminals: they converse with the workmen, and even the officers. They are allowed a small pay for work done over what is considered a moderate day's work, but never to exceed a sixth of any regular workman's pay. This applies, indeed,

o all the convicts, who may thus earn three-half-pence a-day, independent of the sale of little articles the result of their ingenuity when within their own walls: but this lenity extended to them, after all, only increases the incongruity of the mixture with men of good character, and the greater danger of their contamination.

Associating together, there is no hope of any amelioration of the convict's character—resigned they must be. The great touchstone to their deserts, in general, is simply whether they ever attempt to get away: next to a second murder, the gravest offence they can commit: out of about fifty who do attempt it each year, only from one to three get clear off. Their former crimes, their known present character, whether single, or coupled and chained, their very dress, which is hideous, (brickdust red and yellow trousers, with a red cap,—a green one on those in for life,) renders their presence hateful at best; their work, for twenty years it may be, (of one half their lives,) is forfeited to the State, and is made thus of use to the State. On roads, piers, harbors, breakwaters, bridges,—anywhere almost,—would, however, be better than within a dockyard, for many cogent reasons that cannot fail to strike all conversant with shipping.

On looking to the building part of the French yards, to the make of the various parts belonging to the fit-out of men-of-war, there does not appear to be any thing invented of late of any great practical use unknown to us. Their science, their practical cleverness, the goodness, strength and beauty, strikes at first sight in their hulls afloat, and on the stocks: they abstain from fantastic experiments on the sterns of their ships (*vide* our ante-show room, alas! for the nonce, at the Admiralty); they have made the round stern as convenient and elegant as possible, compatible with its strength and simplicity, where they have adopted it. In their other ships they have ceased having so many cabin windows athwart; in their frigates two serve sufficiently for light to the cabin, and port-holes on occasion. Carved work is used more sparingly; but where it is, it is graceful, and really an ornament. In the sculpture rooms of the Brest yard there were many fine models of whole-length figure-heads and busts ready for shipping, but there was very little doing for the moment; what there was, (a bust and sideboards for the gangways of frigates) were masterly, (in arabesque.) The Museum, too, is full of fine figure-heads, and models of ships built, and of everything belonging to them.

Of new plans not yet adopted by us, that of planking up the heads tight from the cut-water to the cat-head knees above the hawse-holes, is a great improvement, both in look and use, in a sea way. They are trying hard at a greater facility for cat-head stoppers for the bowers, as well as to let their flukes ride well in-board on an inclined plane, so as to leave the least possible weight without.

They are adopting the new top-mast clamp fid, catching on both sides, instead of all through. They are, too, assiduous in contrivances at that great desideratum, an effective capstan power—a self-acting tooth and stopper round in the play of the palls, doing without a messenger, for chain cables, is now under experiment. They have done away with caronade slides and trucks; they act on a solid carriage-bed and feet, on swivel bolt at the port, and tight breeched; as this is found to answer (the recoil mastered), it is a very great improvement. All their guns are fired by percussion locks. Of late the long-gun mortars (of 80 lbs.) are carried by frigates and line-of-battle ships; the *Dido* had three on board, abreast the mainmast. There were a great many models of inventions for a rudder, capable of being easily re-shipped, or replaced, but none in use; they seem too complicated to answer.

It has been observed, the increased size of the French ships, of all classes (taken up from the Amer-

icans); this applies to their boats as well, which are on a much larger scale than ours continue to be; particularly their cutters, yawls, and launches, which are fitted with centre davits at the bow and stern (for anchors), and strengthened round the thwart ends inside with a horizontal planking of a foot wide all round; a decided improvement on many accounts. In a notice of this kind, however, it is impossible either to enter into particulars, from want of space, want of time on the spot, and lastly from ignorance of many facts, even to mention innumerable things in detail, from which we might perhaps, profit: the subject will be reverted to in a future number. Among other things there is a new plan of setting up the lower rigging under trial, consisting of sliding iron bars, playing within each other, one fast to the chains, the shrouds above turned into a thimble of the other, getting rid at once of all the lumber of dead-eyes, laniards, mats, skins, &c., one bar with teeth catching into the holes of the other. The rigging is set up by a simple lever prising in through the ring of the shroud above, hooked to the lower bar; it may act overboard, or inboard, the lever exerting a force equal to anything required, by one or two hauling lines down from the end for the men to clap on, where they cannot reach. By this method few hands will be wanted, time gained, and greater neatness in appearance. The Americans have come very near this method in shortening and simplifying, generally a very long lumbering operation, by setting the shrouds up to their own standing part, from the hearts of the chain-plates in some of their smaller ships.

It is not meant, in this view of the naval arsenal at Brest, to embrace all the various branches connected, not so much with it in particular, as with their naval service generally; such as their floating college for midshipmen, the seamen's hospital, and their maritime nurseries for seamen, their *mousses* (sailor boys.)

Here, as at Toulon, they are in companies (two at Brest) on board an old corvette moored in the roads (near the Orion), which serves merely as a hulk to lodge them and their superintendent officers—two commanders (by turns), and two lieutenants, with 2d class boatswains and boatswains' mates, together with fifteen able seamen for their instruction. A small gun-brig is anchored near them, on board which they are exercised at the guns and all sorts of seamanship, including getting under way, and sailing about the bay: great pains are taken with these boys, not only to make them good sailors, but with their religion and morals. Every Sunday they go to church at Recouvrance, besides being attended to by the chaplain of the Orion. In proportion as they are drafted to sea-going ships, they are immediately replaced by other boys from the town and department who have been already enrolled as intended *mousses* for one year, for which there is some little preparatory instruction and interest required. It is not so much in the numbers supplied the navy that these establishments are interesting, as the wisdom and goodness of the plan's being set on foot in all their naval ports, that should command our most serious attention.

Neither is it so much what is now doing in Brest dockyard,—with only three or four ships of the line afloat ready for immediate commission, with the three on the stocks and in dock, and the dozen frigates on the stocks and in ordinary more or less ready for service, that is of any great moment to us, so much as the great capabilities of the yard as a whole; the solidity and fitness of all the structures capable of at once creating a great armament if required; backed by a country rich in every thing required, forges and foundries in the best order and latest improvements: the one near Nantes, sends immense supplies of cannon to all the naval arsenals, where they are kept, as we have seen, in the highest

order, and ready for their ships at a moment's notice. In the same way they possess ample stores for large fleets; of anchors of every description; of tanks, boilers, grates, chain cables, and all other iron furniture of ships, in profusion, kept blacked and painted with great nicety, and generally everything in the best order, and of the best sort, as to its manufacture.

In the same way the best practical measures are taken for the timber supplies, as to the cutting, the price, the delivery, &c. Brest has less in store just now, seasoned, than Cherbourg; they prefer their own oak to that of the Baltic, good as it is: but any quantity may be had at a very short notice, independent of its being a well-wooded province throughout the sea margin. In a word, ships, if wanted, would spring up like the teeth of Cadmus, only not armed, from other building ports not reckoned as regular dockyards, such as Morlaix and St. Malo, which often send round fine men-of-war to Brest, L'Orient, and Cherbourg, to be fitted and armed: so that the standing order "to have in readiness forty sail of the line and sixty frigates," is rather an expensive than efficient *ordonnance*, while they are not immediately wanted. With the matured means they have labored to possess for these last twenty years, there is no need of any great show afloat, at which point (in the consideration of all naval powers) the main and most essential question arises,—after what fashion they will be handled?*

* Reverting to improvements on our old order of things on board of frigates, it is thought the French plan, of having the main and mizen chains in one, is good; and carrying spare topsail yards in them, together with a kedgie anchor aft. Double davits on the quarters for two boats. The booms reduced to the *smallest* compass on each side, over the main deck, and the spars masked (two topmasts and two yards.) Hammocks on the quarter decks, stowed *double*, as well as on the gangways. Scuttles fore and aft, fixed, with *bull's eyes* in them, and opening with a hinge *forward*, so that they shut of themselves if struck by a spray, with headway; or on heeling over. Discontinuance of ratlines to the futtock-shrouds: seamen have plenty of work aloft without this added elbow into the top—"lubber's hole" need not be lubberly—all trials of smart daring seamen come on, necessarily above *that* step.

There is another point in which the French are certainly right—making their men *mess* on the main deck, and without tables. It is so much more lumber got rid of, and room gained; but the goodness of it is in keeping the between decks clean, dry, and comfortable for the men to go to after their meals—the temporary litter and dirt on the main deck is nothing to what it is betwixt decks; except in very cold Channel weather, there can be no doubt about its superiority. The main deck is always clean, and as good a table for Jack's *two kids* (of beef and pudding, and grog) as his one below: it is *handier*, *lighter*, but above all, it is *cleaner*. Meals occupy little time, and a *Turk's seat* is as good as any.

IMPORTANT EXPERIMENT IN WOOLWICH DOCKYARD.—In the course of the successive days of last week a series of trials have taken place at the above principal steam establishment for her Majesty's steamers, under the superintendence of Messrs. Kington and Dennon, the former being the oldest engineer in her Majesty's navy, whose experience, therefore, for this important object, induced the Government authorities to place the testing of the invention under his immediate inspection. The grand desideratum for sea-going steam-vessels is considered the concentration of inflammable matter in as small a compass as possible, both on account of the stowage of munitions of war as well as provisions, combined with as much economy as can be obtained. The invention under trial is termed "prepared fuel," and is a composition of "screened" (otherwise almost uselessly small) coal, river mud, and tar, cast into blocks of the same size and shape as a common

brick. An engine was worked with this "prepared fuel" on Tuesday; the consumption for six hours and forty-five minutes was seven hundred and fifty pounds. On the Wednesday the same engine was employed for the same period of time, and it required 1,165 pounds of "north country coals" to keep it going, showing a saving of 416 pounds in favor of the "prepared fuel." On the Thursday "Welsh coal" was used, and 1,046 pounds were consumed; and on the Friday "Pontop" coals were supplied to the engine, and 1,098 pounds were required to work the engine for the six hours and forty-five minutes; while on Saturday 680 pounds of the "prepared fuel" easily performed the same work, thus showing a reduction of expenditure of 418 pounds in favor of the invention; in addition to which it is highly necessary to point out that, on the average of the consecutive days, it required about fifty pounds less of the "prepared fuel" to "get the steam up," which was not only better maintained by very little "feeding," but more readily obtained by the inflammable nature of the material, which will no doubt be generally adopted throughout the service; as, in addition to its excellence of quality for the purpose designed, it has the advantage of being "stowed away" in a compact state, and not liable to act as a shifting ballast.—*London Post*.

BLOCKADE OF MEXICO.—The French ministerial paper of August 6, gives the following list of vessels employed in blockading the ports of Mexico: frigates Iphigénie and Hermonie, of 60 guns; brigs Alcibiade, Laperouse, and Voltigeur, of 20 guns; brig Curassier, of 18 guns; and brigs Eclipse, Laurier, Dunois, and Dupetit-Thouars, of 10 guns each. The transport Fortune sailed from Toulon, about the end of July, with provisions for the blockading squadron; and the ship of the line Triton, of 82 guns, was to join the squadron sailing from Toulon for that purpose early in August.

DUTCH NAVY.—On the ninth of July, Holland had in commission 9 frigates, 7 corvettes, 4 large brigs and 1 small one, 3 steamboats, 13 gun-boats, each carrying 5 guns, and 25 with 3 guns; together manned by 4,703 men. Not in commission, 3 ships of the line, 13 frigates, 7 corvettes, 9 large and 3 small brigs, 1 steamboat, and a great number of gun-boats.

Memorandum of the operations performed at Halling, on the 4th inst., with the New Pontoons: The Pontoon equipment having been landed on the Marsh opposite Halling, a bridge consisting of 20 pontoons, at open order, extending 260 feet, was laid across the Medway in twenty-one minutes, but the lashings of the side pieces, which on this occasion was not performed simultaneously, took up eight minutes; the whole operation was therefore 29 minutes. Eight companies of marines then marched over, six deep, and returned at double quick four deep. A 12-pounder and its limber were then taken over by hand. A cut was then made in the bridge, to allow of some barges passing; the bridge was then reformed, and a detachment of cavalry, consisting of one officer and twelve privates, passed over in files, and returned in single rank. Part of the bridge was then dismantled, and two rafts were formed of three pontoons each at close order, and prepared for field pieces to fire from them. The remainder of the bridge was then broken into rafts—two of three pontoons each, and four of two pontoons each, at open order, on board which about 130 marines were conveyed down the river. Previous to the rafts leaving Halling, the small bridge was passed into the river from a wharf wall. The rafts, after anchoring at Thom's-place, proceeded down the river, and co-operated with an artillery and musketry fire in an attack made by a party of ma-

rines on shore upon another party posted at the Caxton lime-kilns; but the tide having fallen considerably, the troops and guns did not land from the rafts, but proceeded to the Gun wharf, where they were moored by 5 P. M.

CURIOUS PIECE OF ARTILLERY.—One of the most curious pieces of Artillery in Europe exists at Metz, and is known by the name of the Griffin, from the fabulous animal which is to be found among the ornamental portion of its workmanship. The gun was cast in 1529 at Ehrenbreitstein, near Coblenz, where the French army obtained possession of it in 1800. It is seventeen feet in length, and three in diameter. Its mouth is 10½ inches diameter, and its weight 22,500lbs. Its carriage is 24 feet in length, and the weight of the ball which it carries is 157 pounds; 42 pounds of powder are required for its charge. Napoleon intended it for the Hotel of the Invalids at Paris, where a place was assigned for it. The fellow to this extraordinary piece of cannon is at present in one of the bastions of the old fortress of Bidchapour, in India, and is 14 feet 4 inches in length. Its mouth is 2 feet 4 inches in diameter, and it is said to carry shot of the weight of 30 cwt., with a charge of 425 pounds of powder. According to this statement, such a piece of cannon, if used often, would soon exhaust the powder magazine. It is not known at what period, or by whom, this colossal piece of ordnance was cast.

WARLIKE RUMORS.—The *Courrier Francais* alludes to activity in the naval department, and other journals speak of military movements. The accounts from Prussia are said to be of such a nature as to lead to the presumption, that the Prussian Government is about to assume a hostile attitude. It is even reported that a corps of 30,000 men is, in consequence, about to be despatched toward the Rhine, under the command of Marshal Gerard. This statement, however, is contradicted with an air of authority, and these warlike reports are attributed to surmises consequent upon the unsettled state of the Swiss question.

Paris papers announce, that a considerable reinforcement of the French fleet off the coast of Mexico is to be made immediately, and that vessels will be sent from Toulon sufficient to raise the blockading squadron to twenty-two men-of-war, to be commanded by Admiral Baudin.

Talking of lights, I am delighted to see, that the disgraceful state of the lights on the coast of the United States has been represented in a spirited letter to the American Government, by Messrs. Blunt, of New York; and, as it has thus been brought under the notice of Congress, it is hoped that these glaring evils will not be allowed to continue longer in their present condition.—*London Nautical Magazine for August.*

BIOGRAPHY.

From the Missouri Saturday News.
GENERAL WILLIAM CLARK.

PLUTARCH "showed that genius is not the growth of any particular soil, and that its cultivation requires no peculiar qualities of climate." Thus it might be said of the manly and domestic virtues. Those who have an imperfect knowledge of the human passions, and are incapable of estimating moral virtues, may be misled into a belief that a soldier is necessarily an iron-nerved, rudely constituted subject, unsuited to any social circle, and fitted to excel only where personal violence is a duty, and where blood and carnage mark the slippery pathway of distinction. It remained for the colonies, from which arose this mighty Republic, to furnish an instance of the combination of all that was great, good,

and valorous, in the person and character of WASHINGTON, as a standard by which his countrymen should fit themselves for eminent public service and enviable personal distinction.

One of the best English writers has drawn an imaginary military character, such as should be found in real life, and perhaps frequently is; where the most devoted patriotism, and the most elevated chivalry are united with christian meekness and unlimited philanthropy. The subject of this brief notice happily combined those two excellencies which presented always the most high-toned, manly bearing, with the pure elements of philanthropy and human kindness.

A long personal acquaintance with, and a knowledge of, the character of General CLARK, enables us to pronounce that which will be affirmed by all who have known the deceased, that he was more faultless, and more virtuous, than almost any man who ever held so conspicuous a station for so long a period.

We look with wonder and admiration on that leader of a forlorn hope who has entered a breach, and escaped from such imminent peril with life; but it should be remembered, that, in addition to his early hazards in pioneer and ranger service, General CLARK, for a period of almost three years, in the great Exploring Expedition to the Pacific, was surrounded with dangers such as those army corps, which assume the post of honor, encounter. The return of this exploring expedition, when it departed, was viewed by the nation, so deeply interested in the service, as entirely problematical; and the devotion evinced by Messrs. LEWIS and CLARK, was a superhuman effort, such as anciently deified the heroes of Heathen Mythology.

It would fix the interest of the reader intensely, however humble the style in which the incidents might be traced, if the limits of an obituary notice would permit the record of General CLARK's public services, from the period when, in common with his associate pioneers, he lifted his rifle in Kentucky to enforce the first law of nature, self-defence; and we may be exempted from the imputation of mechanical form, and the tedium of historical detail, if we point to some of the most striking passages in his life, which place him on the list of public benefactors, a record which will endure while Americans continue to cherish the love of country.

WILLIAM CLARK was born in Caroline County, Virginia, on the road between Fredericksburg and Richmond, on the 1st of August, 1770, and, consequently, on the day of his demise, the 1st inst., he had attained a little more than the age of 68 years. Among the early emigrants who have led westward a succession of colonies, until the Great Valley of the Father of Waters is finally garnished with a cultivated and happy people, the deceased held a conspicuous position; and his devotion in the public service secured him distinction at a period of his existence, when his tender age would have exempted him from the perils which he generously and voluntarily encountered. The position which his distinguished brother, General GEORGE ROGERS CLARK, occupied as the military chief in the western settlements, probably incited him to early achievement; but amidst the discouragement of perils and hardships which the young adventurer embraced, he evinced such firmness of purpose as induced President WASHINGTON to appoint him a subaltern officer in the regular army as early as 1793.

Having continued in active frontier service about five years, he was constrained to retire in consequence of impaired health. An active, adventurous spirit subsequently carried him as far west as St. Louis, to look at the new region of country beyond the Mississippi.

In 1803, President JEFFERSON gave Mr. CLARK the appointment of Captain of Engineers, expressly

for the purpose of securing his services on the contemplated Exploring Expedition across the Rocky Mountains to the Pacific. He was associated with MERIWETHER LEWIS, whose rank was the same, and who had been selected for this peculiar and highly responsible service. Captain CLARK was the journalist in this expedition, and we are indebted to his diligence and accuracy for the valuable work, entitled, "Lewis and Clark's Expedition," &c. This work, which has become so rare that not a single copy can be procured at any price, and which is becoming every day more desirable in consequence of the interest which the migratory spirit of enterprise creates in the vast regions which it describes. We trust that the period has arrived when a new edition of this work, with the life of the author, would be received with avidity, if the proprietor of the copyright could be persuaded to indulge the reading community with this interesting production. It is due to the memory of these distinguished travellers to make record of the interesting fact, that their descriptions of the various localities which they visited were so just and accurate, that all subsequent travellers and traders have readily recognized them, thus being enabled to mark the progress of their pilgrimages in the lone wilderness.

In executing the trust reposed in them, Messrs. LEWIS and CLARK could not, from the nature of the service, have taken with them such a body of men as to insure safety by force of arms. The powerful nations of Indians through which they passed might have crushed them at any time, if they had ever abated the vigilance of practised woodsmen. Their security and consequent success, however, depended principally in their skill and tact in their intercourse with the savages whom they met. Without detracting from the merits and hard-earned fame of his colleague, it is fair to suppose that Captain CLARK was entitled to a full share of credit for diplomatic skill in communicating with the chiefs and warriors whom they encountered. This we infer from his eminent success subsequently, when for a long period he has held, officially, the superintending control over a vast number of untamed and untamable braves, whose chief enjoyment is derived from bloodshed. While the character for personal firmness, which General CLARK maintained, extorted from the most reckless warrior profound respect, his even-handed justice towards them secured him their affectionate and filial regard.

When honored by the General Government with executive authority over the Territory, as an acknowledgment for his eminent public services, the early settlers of this country so far appreciated his disinterested devotion to their interest as to regard him as the Father of Missouri! When, subsequently, this state became a member of the Union, and the old inhabitants who knew him best desired him still to hold the office of Governor, their ardent wishes were only thwarted by that strict observance of his usual delicacy, which withheld him from the political canvass. While General CLARK enjoyed the dignity of chief magistrate of Missouri, and exercised his authority more like a patriarch than a provincial Governor, his home was rendered happy by the presence of that deity which makes man forget the existence of human frailties, and fancy the expulsion from Eden a fable. The early inhabitants of this city speak of Mrs. CLARK in terms approaching rhapsody; and probably no matron ever better deserved affection and respectful remembrance. As the highest human enjoyment is rarely the most durable, so in this instance the subject of this notice was doomed to widowed bereavement.

The second marriage of General CLARK was very felicitous, having again obtained, in the person of Mrs. RADFORD, that excellence which a good man deserves and knows how to appreciate. By his

first wife he had four sons and a daughter. One of these sons died at an early age, and the other three have attained manhood. The daughter likewise died early, having endured a brief period only. By his second wife he had two sons, one of whom he lost in infancy, and the other, and the youngest of his children who survive him, is about thirteen years of age. The eldest of his sons, MERIWETHER LEWIS CLARK, a gentleman of fine acquirements, having been twice elected to represent St. Louis in the Legislature of this State, and now a member, gives intimation that he has profited by the wise and virtuous councils of a parent, while the example of a well-spent life lay before the son for imitation.

In contemplating the life a virtuous citizen, we cease to regard the Spanish expression of civility, "*viva usted mil anos*," (may you live a thousand years,) as empty and vapid flattery, but sincerely desire to preserve alive always such a specimen of human excellence. But it should be remembered that the infirmities of advanced age may sometimes become so painful as to make the repose of the grave desirable; thus, while lamenting the loss of the society of friends, we should bear in mind that it may be to them a felicitous event when the earth closes over them, and rounds the period of existence.

FUNERAL OF GENERAL WM. CLARK.—As early as ten o'clock, on Monday morning, the hour appointed for the funeral of General CLARK, a dense crowd of citizens had assembled at the residence of his son, Major M. LEWIS CLARK. About an hour later, the procession moved towards the point of destination, (the family cemetery at the plantation of Col. John O'Fallon,) four miles distant from the city. The hearse, which was drawn by four white horses, appropriately caparisoned, was preceded by the St. Louis Greys, with their banner furled and garnished with the sad insignia of mourning. Next came the Masonic brethren, with clothing and implements of the fraternity. The music which was selected for the occasion was executed with striking solemnity and effect. The carriages with mourners followed the remains of the venerated General, and were preceded by his horse in full caparison, which was led by one of his household servants, whose humid eye told how deeply he lamented the loss of his paternal and indulgent master.

The long train of private carriages, filled with many of our most estimable citizens, were followed by a much greater number of public vehicles, which held a place in the procession, not with *empty show*, but filled with citizens who cherished the most devoted affection and sincere respect for the deceased. The procession was closed with gentlemen on horseback, extending the line more than a mile in length.

When the head of the column approached within a short distance of the cemetery, the minute guns commenced firing, and continued until the hearse reached its final destination. Here, when the mortal remains had been deposited in their resting place and the masonic rites performed, the burial service of the Episcopal Church was pronounced over the deceased by the Rev. Mr. Mainard.

The concluding honors of war closed the funeral solemnities, and the volleys of musketry which were discharged drew responsive echo from the undulating surface of the surrounding country. From the point where this illustrious citizen was interred, near to one of those artificial mounds which cover the ashes of some great red chief, the confluence of the Father of Waters with the mighty current of Missouri, or mad water, can be observed, together with the white cliffs beyond them. This position he had chosen for the repose of his ashes, as best suited to his elevated fancy, and where in lifetime his adventurous enthusiasm could take in a wide discursive range.

MISCELLANY.

From the Pennsylvania Telegraph, Sept. 17.

PRESENTATION OF THE SWORD TO GEN. BRADY.

The ceremony of presenting the sword voted to Gen. BRADY, by the last Legislature, took place at the Capitol, in the Hall of the House of Representatives, this afternoon, at 3 o'clock, in the presence of the Heads of Departments, Commodore James Bidle, Commodore Jesse D. Elliott, Lieut. Robert Ritchie, of the U. S. navy; Lieut. Col. Davenport, and Capt. Sumner, of the U. S. army; Major Gen. Samuel Alexander, Col. John G. Watmough, Col. Pleasanton, and Major Stille, of the Pennsylvania Militia, in uniform; Colonel Arthur P. Hayne, and Major Isaac Roach, formerly of the U. S. army; Gen. Baily, Col. Robinson of Pittsburgh, Mr. Penrose, President of the Senate, and many other distinguished gentlemen, civil and military.

At two o'clock the doors of the Hall were thrown open, and the throng of ladies and gentlemen commenced and continued pouring in until every niche and corner was filled with a dense crowd, and large numbers, unable to get in, remained under the rotundo, portico, and around the building.

At a quarter before three o'clock the Governor entered, in company with the Heads of Departments, officers of the navy and army, and invited guests. At three o'clock General Brady was conducted into the Hall by Colonel Watmough, Aid to Governor Ritner, amidst the cheers of the multitude, the Harrisburgh Band playing "Hail to the Chief." When the excitement of the moment ceased, the Governor delivered the address that will be found below, with a clear and audible voice, and in an impressive and forcible manner, and at the close he handed over to the General the sword, when the cheering and applause again burst forth.

Upon receiving the sword the General's breast was evidently filled with emotions which the allusions to former days—to the perils and privations that he had passed through in the cause of his country—that can more easily be conceived than described. He, however, delivered his reply, which we give below, in a clear and dignified manner, whilst the profoundest silence prevailed; but when he concluded, and waved the brilliant weapon over his head, at the close of the last sentence, the peals of applause burst forth, and continued with the music, whilst his friends pressed around him with their congratulations.

It is but seldom that such an incident comes up in the history of our borough, to disturb its monotony, and call up in our memories reminiscences of deeds of valor, and the gallant bearing of Pennsylvania's sons, as that which attended the ceremonies of this day. We were, therefore, not astonished to find the Representatives' Hall crowded to overflowing, with the youth and beauty of our borough; and the scene reminding one of the tournaments in ancient chivalry.

It was also gratifying to see the entrance of the old veteran calling forth a thunder peal of heart-felt gratulation. Each heart beat high with gratitude, and each countenance in the dense throng spoke a feeling more expressive than words, that Pennsylvania was discharging a debt of gratitude that should long since have been cancelled. There stood the firm and erect form of a patriot hero, whose head was silvered over with the snows of 72 winters—of him who had breasted the storms of many a battle, to preserve the civil and political liberties that we this day enjoy. There stood the gallant hero, who devoted himself to the service of his country when our borders were lined by a savage and a powerful enemy; in the infancy of our republic, when Wayne and his compatriots were the guardians of our country's honor, the defenders of her soil, and the chastisers of her foe.

There stood the venerable soldier, who in youth joined the standard of his country with General Harrison, another favorite of Pennsylvania. Like him, too, his eye yet sparkles with the fire of an almost youthful ardor; firm his step and gallant his bearing. He feels anew the warm pulses and the thrill of youthful years return as he beholds around him hundreds of joyous spirits, whose every countenance spoke a language of gratitude to Pennsylvania's son—the gallant defender of his country, in the second time that tried men's souls.

On presenting the sword, Governor Ritner addressed General Brady as follows:

GENERAL: It affords me true pleasure to present to you this mark of the approbation of your native State.

The services thus intended to be commemorated are those rendered to the country during the last war with Great Britain. In that contest it was the pride of Pennsylvania to behold you and her other heroic sons, standing among the foremost in the rank of duty and of glory, and only leaving the field when the battle was won or when honorable wounds disabled you from further action. Throughout the whole of that war, especially in those sanguinary but glorious battles which protected the Niagara frontier during the campaign of 1814, and kept its horrors on the enemy's territory, you bore yourself as became an American soldier and a true son of Pennsylvania. The bloody field of Niagara, from which you were carried wounded, bore ample testimony that you and your gallant comrades nobly sustained the reputation of your native State. Throughout the whole war your bearing was that of a brave and honorable soldier; and now, General, at the end of twenty-four years, on this anniversary of the brilliant sortie from Fort Erie, so enduring is the gratitude of your fellow citizens, that you receive the testimonial of their admiration and of your services.

But, General, your claims were not earned in one battle, in one campaign, or in one war. From the moment when you joined the gallant Wayne, an Ensign in 1792, your country has beheld your course with pride. At the victory achieved by that daring chief on the Maumee, on the memorable 20th of August, 1794—at the battle of the Falls on the 25th of July, 1814—and recently as Brigadier General at Detroit, where your energy and prudence aided so materially in preserving the peace of the Canadian frontier, your conduct has reflected honor on the Commonwealth. Many a hill and stream in the western country already told of the daring and prowess of a Brady. She now adds another to this brotherhood in fame as well as blood, and by a solemn act of legislation perpetuates its merit.

In other lands, the gallant soldier or the victorious sailor is rewarded with titles and possessions. Such are not the honors that our plain and equal Institutions confer. Imitating the simplicity of the ancient time, the gifts of our country to her defenders derive their chief value from the merit which they acknowledge, and the gratitude which they represent. Like the laurel crown, the voted sword ennobles without corrupting its wearer, rewards without injustice to others, and incites all to renewed devotion to the country. The gift of the trophy is, however, not the only mark of merit. If this were the case, either the number of the meritorious must be few, or the charge of Republican ingratitude well founded. Neither is the case. Merit is also discovered by other signs. Let Tippecanoe or Fort Meigs, Yorktown or Sandusky, Chippewa or Niagara, Erie or New Orleans be named, then let one who there fought for his country appear, and the flush of pride and gratitude which mantles in the cheek and sparkles in the eye of his fellow citizens, declares that his merit is registered deep in the heart. Let the gallant tars of the Constitution, the Essex, and the United States, of the Wasp, the Hornet, and Enterprise, of Erie and Champlain—let every American sailor that fired a shot from the first broadside poured by the lamented Rodgers into the Little Belt, till the last one that struck the Penguin—let every one of these be named, or the glorious survivors appear, and the glad shout of happy freemen declares that their merit is felt.

This feeling of love and gratitude which long clustered round the heads of our patriotic sires of the Revolution, now, General, nearly all centres in the generation to which you belong. You are the heirs of their glory. You, too, have acted nobly your part. You are

worthy of your sires. The country honored them. She now honors you. All she asks is that you transmit to your successors, on the land and on the wave, the same spirit of courage and honor which your soldier-fathers bequeathed to you.

From the people—from the hard-handed farmers and mechanics—from the manufacturers, traders, and professional men of the land, they sprang forth to free and defend it. From the same honorable starting point the American soldier and seaman still commence their career; and it is the chief boast of our system that to the same point they generally return when peace strips them of their arms.

This starting point, this origin of the sailor and the soldier, is as honorable as pure, and as respectable now as it ever was. The young generation of the country's defenders have the example of as bright names, and the guidance of as brave and accomplished chiefs, as ever graced our history, or trained the youthful candidate for glory. They must be, then—they are—as brave, as high spirited, and as honorable, as their predecessors. They labor, it is true, under the disadvantage of youth and the want of actual service; but let it be borne in mind that while they have been passing their days in experience, their fellow-citizens are living in peace and security. Dastardly must be the tongue, and ignoble the pen, that would seek to darken their rising fame.

General, I will not detain you longer. Your native State, by the unanimous vote of her representatives, presents you this weapon, blazoned with your honorable fields, in acknowledgment of your services. It affords me unfeigned pleasure to be her agent, and to say that while your conduct in action has been brave and skilful, your private deportment, which is no less praise, has been that of a worthy son of Pennsylvania.

GENERAL BRADY'S REPLY.

GOVERNOR: This valuable testimonial, awarded to my military services by my native State, accompanied as it is by your kind and complimentary address, excites emotions in my breast, the intensity of which places a suitable return of thanks wholly out of my power. Indeed it is impossible for me to convey any idea of the state of my feelings on this occasion, or to express the sense of gratitude by which I am affected for this honorable notice of my career in arms.

Although, from the number of years that I have been a member of the United States army, it could not be otherwise than that I should have encountered the enemy, and shared largely in the toils and privations incident to the profession of arms, still, sir, those days of trial were always accompanied with the cheering reflection, that if the duty performed by the soldier fully sustained the honor and dignity of the country, the only reward the soldier desires, or has any reason to expect, would not be withheld. From the testimonial I now hold in my hand, I learn with pride and gratitude that those services which the partiality of friends supposed not to have been sufficiently recognized at the proper time in another quarter, have been most amply appreciated at home. To my fellow citizens generally, and especially to those warm personal friends, whose active agency on this occasion I cannot but recognize, my debt of gratitude is boundless. This day (a day justly noticed in the history of the late war) witnesses an act truly magnanimous in the people of this State, and peculiarly gratifying to the proud ambition of the soldier.

In conclusion, permit me to return my grateful thanks to the people of this Commonwealth, and to their representatives, for the honor conferred on me, and to express my sincere acknowledgments to you, sir, for the gratifying manner in which you have been pleased to express their sentiments, with an assurance to all that during the short time I may be permitted to wear and use this sword, it shall be my sole aim so to wield it, that when time shall have separated it and its owner, there may not be left a blemish on the blazonry of the scabbard, or a stain on the blade.

DESCRIPTION OF THE SWORD.

The sword is of the antique form denominated the *Crusader*, similar to those used by the Knights in the Holy wars—the blade and handle forming a Cross.

The blade is a double edged, grooved, cut and thrust, made in Philadelphia, of the best refined cast steel, tempered and highly polished. The orna-

ments are beautifully etched, in the style of the Damascus blades. The front side bears, in bright letters, on a dead ground, the following inscription:

"Presented by Pennsylvania to

GEN. HUGH BRADY,

In token of the high sense of his gallantry and services in the late war with Great Britain, entertained by the citizens of his native State."

Below the inscription thirteen shields and stars represent the original States.

On the reverse of the blade, the Eagle and military emblems, with the words—

"FORT GEORGE—CHIPPEWA—CHRYSLER'S—NIAGARA and FORT ERIE,"

designate the several battles fought at or near those places.

The entire hilt is of solid standard gold; the handle, or grip, which is round, is richly chased, and ornamented in front by an oval medallion, the border of which is set with fine turquoise stones; in the centre is a casque, or helmet of Achilles, formed of carbuncle garnets and diamond feathers. On the reverse is a wreath of laurel.

In front of the cross guard an oval medallion contains a raised representation of the *Arms of Pennsylvania*, surrounded by a border of rich chased open work foliage, in variegated colored gold. The reverse, ornamented in the same way, contains this inscription:

"FILIO FORTI ET FIDELI, PENNSYLVANIA DEDIT. 1838."

The ends of the cross, on both sides, bear the emblematic representation of the thunderbolt and lightning. The top of the hilt is the Helmet of Pyrrhus.

The mountings of the scabbard, which are of massive gold on a lining of gilt silver, consist—first, of the arms of the United States, surmounting a medallion enclosed in a laurel wreath bearing the initial B, in raised unburnished silver, on a mat of fine gold.

The second piece is a gold bas-relief, intended to represent the *Battle of Bridgewater*. Another tablet commemorates the *Victory of Gen. Wayne on the Maumee*.

The lower tip is ornamented with military trophies and shields, as hung up in the ancient halls of celebrated chiefs.

A black velvet belt, richly embroidered, will accompany the sword.

The design was furnished by Thomas Fletcher, Esq., and executed at the manufacturing establishment of Fletcher & Bennett, 188, Chesnut st., Philadelphia. The sword cost one thousand dollars, and for appropriateness of design and beauty of execution, we presume, has never been equalled in this country. It reflects the highest credit upon the designer and the finisher of each part, and particularly upon the State of Pennsylvania, who has presented it as a token of the respect of her citizens to a brave and gallant and worthy son, whose honored name will be handed down to posterity enwreathed with laurel.

Commodore ELLIOTT is distributing the antiquities he collected in Greece, &c., to the different universities and colleges throughout the country. To the University of Virginia he has presented a Vase, taken from the channel of Corfu, and a piece of a capital of the Temple of Bacchus, at Tyre, with the appropriate devices; also a jug found entombed in the island of Cerigo, two large granite Balls, six feet and a half in diameter, taken from the Dardanelles, and an eagle cut by an American artist from a fragment of the Stadium at Alexandria.

WASHINGTON CITY;

THURSDAY, SEPTEMBER 27, 1838.

For an important General Order from the Head Quarters of the Army, see Army head.

The repairs of the U. S. steam ship *Fulton* having been completed, that vessel left the Washington navy yard on Tuesday evening for Norfolk. The principal alterations consist in the erection of a light upper deck, which gives the Captain a more commodious cabin, and increased accommodations to the ward room officers. The guards of the wheels have been cut away near the water line, by which the space between the lower part of the guard and the water is increased about three feet.

The following officers are attached to the *Fulton*:

Captain, CHARLES W. SKINNER.
Lieutenants, John W. West, S. B. Bissell.
Surgeon, E. L. Dubarry. *Assistant Surgeon*, C. D. Maxwell. *Purser*, G. F. Sawyer. *Master*, C. W. Pickering. *Passed Midshipmen*, W. Waddell, A. R. Taliaferro, H. H. Lewis, W. S. Swann, G. Wickham. *Midshipman*, W. C. Brashears.
Engineer, C. H. Haswell. *1st Ass'ts*, J. Farron, N. Burt. *2d Ass'ts*, H. Sanford, J. C. Hines. *Boatswain*, T. M. Randlett. *Gunner*, J. Clapham. *Carpenter*, J. Bliss. *Captain's Clerk*, R. McMurtrie.

The Commissioners of the Navy left Washington on Monday last, in the steamboat *Columbia*, for Norfolk, on their annual tour of inspection. Upon their return, it is expected they will proceed to the North.

Captain W. H. BELL, of the Ordnance Corps, has assumed the command of the U. S. arsenal at Washington, D. C.

Gen. GAINES returned to St. Louis on the 12th instant, from the Missouri river. It is stated in the Bulletin that he received information that the principal chiefs of the different tribes had refused to attend the Cherokee council. This induced him to return to St. Louis.

The French frigate *L'Astree*, Commandant Garnier, (belonging to the West India station,) from Vera Cruz via Havana, twenty days from the latter, anchored in Hampton Roads on Friday night. The *L'Astree* was bound to Martinique, and encountered the late severe weather but sustained no damage. As soon as she obtains a supply of provisions and water, she will proceed to her port of destination.

A numerous meeting of seamen was held at New York, on Saturday evening, 15th inst., "to devise measures to correct abuses existing at the Seamen's Retreat Hospital, Staten Island." Several resolutions were passed, all of which savor more or less of politics.

When the *Ohio*, 74, was ordered to Boston for examination and repairs, her armament was left at New York; consequently, she will return to New York, before she sails for the Mediterranean, to take on board her armament and some portions of her stores.

OFFICIAL.

We have been desired to re-publish a General Regulation of 1836, relative to the granting of leaves of absence, on the acceptance of the resignations of Officers of the army, which, having never been revoked, is considered at the War Department as still in force.

General Regulation of June 28th, 1836, published in General Order, No. 43, of 1836.

V.... "A due regard to the public interest and the good of the service, no longer justify the practice of granting long leaves of absence on the acceptance of the resignations of officers of the army. Indulgences ought not to be expected, nor can they be accorded to an officer when the public interest may be concerned, and his presence, or the performance of duty, be necessary."

The PRESIDENT has accordingly been pleased to direct, that

I.... "In time of active service, and the employment of the army in the field, as is now the case in Florida and elsewhere, if the resignation of any officer be accepted, it shall take effect within thirty days from the date of the order of acceptance, and the vacancy be immediately filled by the next officer entitled to promotion, who will forthwith proceed to the station of the officer resigned, and there relieve him in his duties."

The U. S. ship *Pennsylvania* was gotten off on Friday night, 14th inst., without starting a cask or touching a gun, and without the slightest injury.

SOLAR ECLIPSE.—We are indebted to Lieut. J. M. GILLISS, of the Navy, for the following account of the eclipse of the 18th inst., as taken by him from the observatory under his charge on Capitol Hill.

| | Mean time. |
|------------------------|----------------|
| Beginning, | 3h. 06' 10".40 |
| Formation of the ring, | 4 24' 28".40 |
| Rupture, | 4 30' 18".90 |
| End, | 5 39' 56".40 |

| Time. | Barometer. | Dew point. | Thermometer. | |
|---------|------------|------------|--------------|--------|
| | | | Sun. | Shade. |
| h. / " | | | | |
| 3 00 00 | 29.794 | 57° | 109° | 88°.4 |
| 3 15 00 | " .784 | | 106° | 87°.6 |
| 3 30 00 | " .776 | | 106° | 85°.6 |
| 3 45 00 | " .776 | | 95° | 85°.2 |
| 4 05 00 | " .770 | 56° | 95° | 83°.6 |
| 4 15 00 | " .770 | | 88° | 80°.8 |
| 4 30 00 | " .754 | | 82° | 77°.8 |
| 4 45 00 | " .750 | | 82° | 77°.8 |
| 5 00 00 | " .744 | 56° | 82° | 78°.4 |
| 5 30 00 | " .750 | | 79° | 74°.4 |
| 5 45 00 | " .750 | | 75° | 72°.4 |

ARRIVALS AT WASHINGTON.

Sept. 19—Major J. Erving, 4th Arty., Fuller's.
 Major F. S. Belton, 2d Arty., do.
 20—Lt. G. G. Waggaman, 1st Arty.,
 21—Major N. Young, 3d Infy., Fuller's.
 Capt. S. B. Dusenbery, 4th Arty., Gadsby's.
 23—Lieut S. B. Thornton, 2d Drags., Fuller's.
 24—Major T. Childs 3d Arty., do.
 Major J. D. Graham, Top. Engrs. 7 Buildings.
 25—Lieut. Thomas Casey, 3d Arty., Fuller's.
 Lieut. Buckner Board, do. do.
 Lt. T. L. Ringgold, 4th Arty. Dr. Thomas's.
 Capt. D. S. Miles, 7th Infy.

PASSENGERS.

CHARLESTON, Sept. 14, per steamer *Poinsett*, from Black creek, Capt. Day, U. S. Revenue service. Per steampacket Gov. Dudley, from Wilmington, Major T. T. Fauntleroy, of the army.
 NEW YORK, Sept. 19, per brig *Augusta*, for Savannah, Capt. E. S. Sibley, of the army.
 NEW ORLEANS, Sept. 5, per steamboat *Pawnee*, from St. Louis, Major T. Noel, of the army.

COMMUNICATIONS.

THE GLOBE AND THE NAVY.

MEETING OF OFFICERS AT PENSACOLA.

Pursuant to previous notice, a meeting of officers of the navy, now on this station, convened at Collins' Hotel, on Wednesday afternoon, the 25th inst. The meeting was organized, and Lieut. George M. Hooe called to the chair, and Passed Mid. George J. Wyche appointed Secretary.

On motion, it was

Resolved, That a committee of four be appointed by the chairman to call on Commodore Dallas, and invite him in the name of the meeting to attend and preside as chairman.

It was further

Resolved, That a committee be appointed to wait on Judge B. D. Wright, the editor of the Pensacola Gazette, and invite him to attend the meeting.

In accordance with the foregoing resolutions, the chairman appointed Lieut. Sam'l. E. Munn, Surgeon Isaac Hulse, Passed Mid'n. Robert E. Hooe, and Assistant Surgeon Richard W. Leecock, a committee to wait on Com. Dallas; also Acting Lieut. Gustavus H. Scott, and Passed Mid'n. G. J. Wyche, to wait on Judge Wright. The meeting then adjourned half an hour to await answers to the invitations tendered. The meeting, at the expiration of the half hour, was again called to order, and the committee appointed to wait on Commodore Dallas informed the chair that they had performed the duty assigned them, and that the Commodore had declined attending. Passed Mid. R. Emmet Hooe, a member of the committee appointed to wait on the Commodore, explained to the meeting, in a neat and appropriate manner, the views of the Commodore in regard to the subject about to be considered, in which he (Mr. Hooe) fully concurred. The committee appointed to wait on Judge Wright reported that the Judge had accepted the invitation, and would attend. The chairman then explained the objects of the meeting in an able and eloquent address. Judge Wright, at the request of the meeting, made a few brief but forcible remarks. Several officers addressed the meeting in language glowing with patriotism and ardent love of the profession, but replete with indignation at the base anonymous attempts to slander the fraternity, which would have been deemed unworthy of notice, but for the semi-official character of the "Globe," in whose columns the scurrilous articles had first been set forth in bold relief to the world.

On motion of Mid. W. Blanton, it was

Resolved, That the chair should appoint a committee of six, to prepare suitable resolutions expressive of the sense of the meeting.

Whereupon the chair appointed the following officers: Lieut. Sam'l. E. Munn, Surgeon Isaac Hulse, Acting Lieut. Gustavus H. Scott, Surgeon Plumstead, Mid. W. Blanton, and Assistant Surgeon R. W. Leecock. On motion, Pas'd Mid. R. Emmet Hooe was added to the committee. The committee retired, and in a few minutes reported the following resolutions, which were unanimously adopted:

Whereas, several scurrilous articles have appeared in the Globe, tending to affect the character and dignity of the navy, be it

Resolved, That such articles, from whatever source they have emanated, are utterly false and without foundation.

Resolved, That we have read, with mingled feelings of indignation and regret, the above mentioned articles; and further, that we have seen with pleasure their entire refutation by various editors throughout the Union. In behalf of ourselves and our brother officers generally, we tender our most grateful acknowledgments to such presses as have espoused our cause.

Resolved, That the proceedings of this meeting be signed by the Chairman and Secretary, and the editors of the Pensacola Gazette and Army and Navy Chronicle be requested to publish them.

On motion it was unanimously

Resolved, That the thanks of this meeting be tendered to Judge Wright for his attendance and address.

On motion it was

Resolved, That the thanks of this meeting be tendered to the Chairman and Secretary.

After which the chair adjourned the meeting *sine die*.

GEORGE M. HOOE, *Chair'n.*

GEO. J. WYCHE, *Secretary.*

THE NAVY.

MR. EDITOR: We have noticed with pleasure the communications of several of your correspondents, in relation to the organization of the Navy; the more so, as some of these appear to be the result of some reflection, and also show that the writers had the good of the country and the service before them. We cannot but approve of the proposition of one of your correspondents to abolish the situation of navy agent and appoint pursers to do the duties at present performed by them. We should wish to see the navy so organized that no one should be in any way connected with it who should not be interested in its welfare. For this reason, we hope that some alteration will be made so that all who are now only temporarily connected with the navy should receive permanent appointments in it. Entertaining this opinion, we should be pleased to see the naval constructor, the naval engineer, (when that much wanted officer shall be appointed,) and the secretaries of commanders of squadrons, receive *commissions*; and all clerks of yards, to commanders, and professors, teachers and engineers of steam vessels, receive *warrants*; and all be subject to the same regulations, and only dismissed from the service by the sentence of a court martial. The situation of naval storekeeper could, we think, be better filled by a commander or purser than, as at present, by a citizen. The situation of naval constructor should be made more honorable; their situations should not be subjected to those petty vexations of which so many have complained, and which have driven an Eckford from the service of his native country.

An organization by which the duties of each should be well defined, properly divided, (not as at present, where the master of a ship has more to do than it is possible for any human being to perform,) by which each should be responsible for the correct performance of the duty, amenable to the laws of the navy, (when there shall be such in the navy, for at present *custom* rules all-powerful,) and interested in the welfare of the service. Such an organization, we say, would leave the U. S. navy without a rival. Those who are best acquainted with the deficient organization of the service are (and well they might be) astonished that so few abuses exist at present. We have heard that a board of officers of the army were to be convened to examine into the condition of the various departments of the army, and recommend such changes as they may deem proper. Might not such a board of naval officers of all grades be of great benefit at present?

J.

DOMESTIC INTELLIGENCE.

NORFOLK, Sept. 19.—The pilot boat Relief of this place, which was chartered by the United States for the purpose of the survey of the coast between the Chesapeake bay and Florida, sailed yesterday under command of Lieut. Hollins, of the U. S. navy.

It is said that Commander French Forrest has been ordered * to the U. S. ship Warren, now at the Navy Yard Gosport, to be refitted for the West India station.—*Beacon*.

* Not yet—but probably will be.—*Ed. A. & N. C.*

The following, from the *Baltimore Chronicle* of Tuesday, the 18th inst., we should suppose, effectually sets at rest the imputation to the present Secretary of the Navy, of the authorship of the articles that appeared in the *Globe* in relation to the navy:

To the Editor of the Baltimore Chronicle:

Observing in your paper of this morning a paragraph copied from the *Albany Evening Journal*, ascribing to the Secretary of the Navy, in positive terms, the authorship of the recent strictures in the *Globe*, highly derogatory to the officers of the navy, I feel assured that the ascertainment of and dissemination of truth is always preferred by you to the diffusion of erroneous impressions, whatever may be their political effect.

Mr. Paulding has long been known to the nation as a gentleman and scholar; living in retirement, his pursuits have always been literary, never political; except his able vindication of the navy some years since from unmerited slanders may be so termed. He accepted an appointment in the Cabinet, with a determination to sustain, if not to advance, the character of that arm of the national defence, of which he had ever been the friend, and occasionally the champion.

Incessantly occupied in the attainment of this object; engaged in placing in commission the *Ohio*, the frigates *Constellation*, [*Constitution*,] and *Macedonian*, ships of war *Levant* and *Warren*; thus expending every dollar appropriated by Congress, and giving acceptable employment to every officer in the service, he finds himself assailed as the reputed author of a paragraph derogatory to the fair fame of those whose destinies he was called to preside over and protect.

He felt the imputation highly insulting, and conceiving that none who knew would believe him capable of such a dereliction from propriety and common sense, he did not conceive that there existed any obligation to disavow it through the public press; by so doing, every anonymous scribbler might create an expectation that the ascription to him of any exceptionable paragraph required to be formally disavowed.

In conversation with his friends he has no reserve; the article referred to was never seen or heard of by him until it was read by the world in print.

Let not those desirous to unmask the real author be led off on a false scent.

It is the production of neither the Secretary of the Navy, nor of War, to whom it has been occasionally attributed. This I vouch for, and you and all who know me will admit that I am incapable of misleading the public in a matter which has assumed a national importance.

A LOVER OF TRUTH.

We intended to have accompanied the communication in our paper of Tuesday, signed "A Lover of Truth," and which distinctly exonerated Mr. PAULDING from all agency in the recent attacks on the navy, with some remarks. It is not too late to make them now. That communication was from a gentleman of the highest respectability, and who had every opportunity of knowing the facts from the Secretary of the Navy himself, and may be considered conclusive.

The remarks, however, which we intended to make, were these: That the article in the *Chronicle*, implying that Mr. Paulding was the author of the attacks on the navy, was inserted through inadvertence, and we were as much surprised to find it in our columns as any one else. We placed full reliance upon the disclaimer made by the editor of the *Richmond Enquirer* for Mr. Paulding, and from the time we first saw the disclaimer have never supposed he had any agency whatever in the attack upon the navy.—*Baltimore Chronicle*.

CHICAGO, Sept. 8.

LIGHT HOUSES, &c.—Capt. J. T. HOMANS, appointed by the President of the United States to select sites for light houses, authorized by act of Congress, approved 7th July last, arrived in our city on the 6th inst., in the *Saginaw* city packet. Under this act, Capt. Homans has been appointed by the President to select sites for light houses, on Bois Blanc island, Presqu'isle, and point au Barques, Lake Huron; on the shoal near Wagooshance, straits of Michillimackinac; on South Manitou island, and at New Buffalo, on Lake Michigan; also to examine and report upon the necessity of light houses, at the following named points, viz: mouth of Calumet river, Muskegon river, North Black river, South Black river, Sank river, Kewaunee river, and Southport, Lake Michigan; St. Mary's river, Lake Huron; Clinton river, Lake St. Clair; and a beacon-light on a point near the town of Mackinac. Capt. Homans has entered upon his duties by following along the coast westward, and along the eastern shore of Lake Michigan to Chicago. He examines, while in this vicinity, the mouth of the Calumet river, twelve miles east of us. He has already examined New Buffalo and the neighboring harbors, and reports favorably of them, and gives generally a very gratifying and encouraging account of the depth of water, advantages for harbors, &c., possessed by the numerous rivers which run into our great lakes. It is the intention to establish light houses at every available point, at an average distance, if possible, of 12 or 15 miles. Capt. Homans leaves this city on Monday next for the west side of Lake Michigan, to follow the coast to the termination of his division.—*American*.

ST. LOUIS, Sept. 5.—Major General GAINES left this city on Saturday evening last, with all the troops stationed at Jefferson Barracks, for Fort Leavenworth. From thence, it is the intention of the General to proceed to the Illinois river, in the Indian territory, to attend the council to be holden in the Cherokee council house. He will be accompanied by the Dragoons now stationed at Fort Leavenworth. There is no doubt but that the presence of this armed force, at the assembling of the council, will have a most salutary effect upon the tribes who may be present. The object of the Cherokees in collecting all the tribes in council is very generally believed, by those familiar with the Indians, to be for the purpose of war; and is very similar to the course pursued by Tecumseh and his brother, prior to the last war. Those familiar with the Indian character say, that the kind of wampum sent with the messenger to each tribe, is indicative of their intentions. The promptness of the movement on the part of General Gaines will, however, we believe, repress any present attempt at hostilities.—*Republican*.

TALLAHASSEE, Sept. 8.—The Gadsden and Leon troops, operating the last three or four weeks against the fugitive Creeks, have returned to their homes, without having succeeded in the object of their search. We are informed that no Indians have been found, or any recent signs discovered. It is the opinion of some that they have made their retreat to the west of Apalachicola, and of others that they have gone east, to join the Seminoles.

We learn from St. Augustine, by way of Charleston, that on the night of the 17th inst., a party of Indians approached within a short distance of St. Augustine, and captured between 50 and 75 horses. Lieut. MAY, in going from St. Augustine to Fort King, on the next morning, recaptured all the horses, but was unable to capture a single Indian, they having taken to the woods.—*National Intelligencer*.

ATHENS, (Tenn.,) Sept. 5.—We have been informed that a second detachment of Cherokees set out for the west on last Sunday. The emigration will now go on rapidly. In a few weeks the whole Cherokee nation east will be on their way to the west. We have observed that a correspondent of the "Western Georgian," published at Rome, Georgia, has uttered some censures upon Gen. SCOTT, and represented JOHN ROSS as being unpopular, and states that great dissension exists among the Indians. If we are correctly informed, and we think we are, these censures of Gen. Scott are wholly gratuitous, and the story of John Ross's unpopularity amongst his people entirely false. In our opinion, Gen. Scott is entitled to great credit for the correct and humane course he has pursued; and we are sure that a more popular man with his own people does not live than John Ross. There is, to be sure, some opposition to Mr. Ross by the Ridge party, but it is of no great consequence. The Ridge party are pretty nearly all gone. The few that now remain cannot produce much excitement.—*Journal*.

LITTLE ROCK, Aug. 29.—Among the passengers who passed down on the steamboat Liverpool, a few days ago, was Lieut. Reynolds, of the U. S. Marine Corps, who has been employed for some time past in the removal of the Seminole Indians. He is now on his way to Florida for another party.—*Gazette*.

Commodore DAVID PORTER, our Chargé d'Affaires at Constantinople, has returned home on a short leave of absence, for the benefit of his health, which had become seriously impaired, and is at present on a visit to this District, where he has so many old and attached friends. We are happy to learn that he already feels much renovated by the change of climate, and hopes that a few months' residence at home will re-establish his health as fully as he can ever expect it to be.—*National Intelligencer*.

NEW RIFLE.—We saw yesterday, a new invention of that ingenious mechanic and valuable citizen, Mr. Louis A. Latil. It was a rifle made on the most simple plan imaginable, and yet so ingeniously constructed as to enable a soldier or sportsman to charge and discharge it about six times, while an ordinary gun would be undergoing the operation once. Mr. Latil has already taken the necessary steps for obtaining a patent; and we have no doubt of his making his fortune in manufacturing this improved rifle. The piece itself is a beautiful specimen of complete workmanship. We were also favored with the sight of a pistol not yet finished, which we are confident will do credit to the skillful inventor. It is also on a new plan, and different from the rifle.—*Baton Rouge Gazette*.

The masonry on Pier No. 5, of the Potomac Aqueduct, was commenced on Tuesday, the coffer dam proving perfectly tight, from the commencement of the pumping till it was empty of mud, and the masonry begun.

This, we believe, is a fete unexampled in hydraulic operations, of such depth; the present dam being about 27 feet below tide. We congratulate Maj. Turnbull upon his success, and the reputation which he has so well earned upon our great work; and we feel assured, that Congress and the people of the United States must ultimately appreciate the value of the information acquired and embodied in Major Turnbull's reports.

A distinguished engineer, whose name, did we feel at liberty to publish it, must stamp the value of his opinion, has asserted without hesitation that the information gained upon this work is worth to the country at large, more than the whole cost of the aqueduct.—*Alexandria Gazette*.

DEATH OF COL. LINDSAY.—The Huntsville (Ala.) post-office way-bill, of the 15th inst., states that Colonel WILLIAM LINDSAY, of the U.S. army, died in that town on the morning of the 15th, at 9 o'clock, after an illness of two weeks, of bilious fever. The annunciation of this melancholy event will give sincere concern to the community. Col. L. was a native of Virginia, one of the most accomplished officers of the army, a man of talents, of high distinction in his profession, and a gentleman in every sense of the term. His death is a great loss to the whole country; but how shall we depict its consequences to his bereaved and afflicted family?—*Richmond Enquirer*.

A NEW PLEASURE EXCURSION.—We are informed that there are now a party of British officers in this city who are making arrangements for a trip to the west, probably the Rocky Mountains, for the purpose of shooting buffalo, &c. They are providing themselves here with guides and munitions for the trip, and will leave in a few days for the mouth of the Yellow Stone.

Such is the ostensible object of their visit, and we have no right to dispute it; but just now—when the question of our northwestern boundary line is attracting some attention from our Government—when the encroachments of the Hudson Bay Company are beginning to be felt and acknowledged—when our Government talks (we fear it is all talk) of sending a regiment of dragoons to look after the interests of our traders in the vicinity of the Rocky Mountains—when the movements of the Cherokees and other Indian tribes are at least equivocal—when it is known that the recent spread of the small pox amongst several tribes along the Yellow Stone and the Missouri has rather extended than mitigated their hostility towards the whites—when the prospect of affairs along the Canada line is, at most, very unsettled and of a very doubtful issue, just now, we would as leave these gentlemen, with their companion, Capt. MARRYATT, who, we are told, is to join them, had chosen the other side of the line for their excursion, or some other time for making it.—*St. Louis Republican*, Sept. 12.

ENGLISH YACHT CHARLOTTE.—We visited yesterday the English Royal Yacht Charlotte, now lying off the Battery. She is as beautiful a specimen of naval architecture as ever visited our shores, and is the property of the Hon. Robert Foulke Greville, Lieut. Colonel of the Coldstream Guards. She left London on the 12th ult., and after encountering the severest weather, touched soundings on the 1st instant. She was bound for Quebec, but in consequence of repeated storms, and in order to preserve her bowsprit and masts, in lat. 44 18, long. 54 10, she bore down for New York, and reached here on Sunday evening. In order to give our friends an account of the fastest and most elegant fitted yacht in the Royal Yacht squadron, we received from Col. Greville the following dimensions, as per register:

| | Feet. | Inches |
|--|----------|--------|
| Length between the perpendiculars | 96 | 10 |
| Breadth of the beam | 25 | 4½ |
| Depth in hold | 12 | 3 |
| Tonnage | 276 tons | |
| State cabin | 21 | 20 |
| Height of the cabin | 6 | 10 |
| Masts in diameter | | 19 |
| Stores of water | 20 tons | |
| Provisions for 40 men, 6 months' voyage. | | |

The commander is a young man of prepossessing manners, is brother-in-law to Ladies Durham and Cathcart, and although the bearer of despatches to Lord Durham, has made this one of those pleasurable excursions for which the English nobility are so distinguished. Upon his return, he purposes a voyage to the East Indies. During his absence at Quebec, the Charlotte will be hauled in the dock, if permitted

by the Commodore of the yard, and her necessary alterations made by the skill of our shipwrights.

We believe that the usual compliment of guns, of which she carries 12, will be paid to the American flag this day. The cabin of the Charlotte is decorated with an elegant portrait of her majesty, the Queen of England, said to be a most perfect likeness.—*New York Whig*.

The British yacht Charlotte, Capt. Leese, R. N., fired on Wednesday a salute of 21 guns, in compliment to our citizens, and yesterday previous to proceeding to the Navy Yard, where she is to be dismantled, she fired a salute of 15 guns, which was returned in equal number by Col. Bankhead of the U. S. artillery at Governor's Island. This beautiful vessel is one of the swiftest and prettiest models of her kind, and rates near 300 tons. She has a crew of 30 men. The officers are gallant young fellows of the Royal Navy, and the owner, the Hon. Mr. Greville, who though a Lieutenant Colonel of the Coldstream guards, is passionately fond of the sea rather than cold streams, and a most capital sailor. The officers are highly gratified with the courtesies they have received. The best of feeling prevails between the navies of Great Britain and the United States—kindred people too closely allied ever to be in animosity.—*New York Star*, Sept. 21.

NEWLY DISCOVERED SHOAL.—Captain Edward Rossiter, of ship Rob Roy, at New York from Canton, reports May 11, 1838, at 8 30 A. M. West Island bearing S. half W. distance $7\frac{1}{2}$ or 8 miles, saw colored water—put the helm down immediately, and while in stays saw the rocks under the ship's bottom. He is quite certain there could not be more than from 17 to 18 feet on the reef. Sounded after the ship was about, and had 7 fathoms water; the rocks could then just be seen under the ship; while in stays they appeared near the water's edge. West Island is in lat. $2^{\circ} 42' N.$, lon. $108^{\circ} 40' E.$, which would place the shoal in lat. $2^{\circ} 50' N.$, lon. $103^{\circ} 41' E.$

DOMESTIC MISCELLANY.

AMERICAN SAILORS.—It is stated that a meeting of ship-masters has been held in Philadelphia, and measures adopted "to prevent the dangerous and unchristian practice prevalent among sailors, of wearing sheath knives or daggers, while engaged in their ordinary work." Fifty-six ship-masters have signed articles of agreement, and have inserted in the shipping articles of their respective vessels, a clause, prohibiting the carrying of any dirk, dagger, sheath-knife, or similar weapon.

The character of the seamen who man our American vessels must have been sadly changed for the worse within a few years, to render any such meeting as the one we alluded to above, necessary. Seamen when engaged in their ordinary work, have been, time out of mind, in the habit of carrying on their persons, riggers' knives, worn in a sheath at their girdle, or large jack-knives, suspended by a cord from their necks.

Indeed, a large knife, sharp, and so placed about the person as to be used with great promptitude in any sudden emergency, is *indispensable* to a seaman on duty—and a good seaman often prides himself on the excellence of his knife. But we never knew, so far as our observation has extended, a single instance where the sheath-knife or jack-knife of a sailor on ship-board, was used as a weapon of offence or defence. We have heard, it is true, of cases of stabbing on board ship, occasioned by feelings of malignity and revenge—but such cases are very rare—and those who resort to such a cowardly mode of settling their quarrels, are almost, without exception, foreigners, belonging to the Italian, Spanish, or Portuguese

nations, where this manner of resenting an injury, or seeking revenge, is common among the lower classes of the people.

Our ships are principally manned with Americans, English, Irish, Dutch, Swedish, or Danish seamen, who are never taught to use the knife as a weapon, but only as an useful instrument, which a true sailor should always have at hand. If one has a grudge against a shipmate, he usually invites him to take a seat opposite him astride of a chest in the forecabin, where the matter is settled at once and forever by hard knocks. They pummel each other to their hearts' content, and the vanquished as well as the vanquisher harbors no ill feelings towards his antagonist after the battle is decided.

Such is the aversion of our seamen to the cowardly and murderous practice of stabbing, that we verily believe that we never sailed with a crew on board an American vessel, who would not have *lynched* on the spot, any man found guilty of such an unmanly, unsailorlike act. We repeat it, the character of an American sailor must have sadly changed within a very few years, to render such meetings expedient, as was lately held at Philadelphia.—*Boston Journal*.

LIGHT SHIPS.—The New York Gazette says that the Light Ship ordered to be moored 13 miles E. S. E. of Sandy Hook, is no longer there, having been towed up to town on Wednesday for some slight repairs, and will not resume her station for some five or six days. We have often thought the light ships, which have been moored on certain parts of our coast, were of more detriment than actual benefit to navigation. They are so often driven from their moorings and so frequently removed to receive repairs, that a good navigator will place little reliance upon them, and an inexperienced one will place more confidence in them than they deserve; and will often find himself placed in an unpleasant dilemma, in consequence of their having been removed without due notice being given.

A light ship, when moored on a dangerous coast, should never be removed, without being replaced by another. The light should burn every night; and a vessel should always be in readiness in the nearest port, to take the place of the light ship, provided she is driven from her anchorage, or otherwise disabled in a gale of wind. Such is the practice in Europe; and navigators can count on the permanency of the *floating lights* on the English coast, with as much confidence as on those erected on terra firma. Why cannot this be done in this country, where the commercial interests are so important and extensive!—*Boston Mercantile Journal*.

A NEW JERSEY HERO.—Captain NATHANIEL FITZ RANDOLPH, of Woodbridge. He was one of the bravest and most intrepid men—twice he was offered a colonel's commission in the regular army; but he preferred the command of his own selected volunteers to any other service, and with them performed the most desperate deeds of valor.

He and his men were once surrounded by a greatly superior force of the British. Their uniform motto was "death or victory." The contest was maintained with great slaughter on both sides, until he stood literally alone, wading in the blood of his companions, who lay in heaps, dead and wounded, around him. In this condition he seized a musket, and being a man of great muscular strength, defended himself, and knocked down his enemies right and left with the butt end of it, until the British commander became heartily sick of the contest, and begged that for God's sake he would desist and spare the sacrifice of human life, seeing that he must eventually fall into their hands dead or alive. He coolly replied that was not yet a prisoner, and again placed himself in a posture of defence. The British officer renewed his entreaties; telling him he was the bravest man he

ever saw, and that it was a pity so valuable a life should be lost in so unequal a contest; promising him with the kindest treatment. At length, being covered with wounds, and faint and weak from fatigue and loss of blood, and no longer able to raise the weapon of defence, he reluctantly gave himself up, under a pledge that he should be well treated, and exchanged the first opportunity; which promise was faithfully performed, and he was soon again at liberty to take up arms in defence of freedom. His bravery, intrepidity, and gigantic strength made him a terror to the British wherever his name was known; but the Tories and London traders were his most inveterate foes. A whole squad dared not encounter him in the day time, even when alone.

On a certain occasion, when he was on a scouting expedition on Staten island, a party of Tories secretly dodged him into a house in the evening, and after the had laid aside his arms, rushed in upon him and made him prisoner, where, to his great grief and mortification, he remained nearly a year before he was exchanged.

At the head of his volunteers he once encountered a company of Hessians, one of whom being somewhat separated from the rest, took deliberate aim and wounded Captain R. in the arm. He plainly saw from whence the ball came, (the companies being very near together,) and walking deliberately up to the fellow, as though he would say something to him, seized him under his sound arm and brought him off a prisoner, whilst his gaping comrades stood motionless with surprise. Captain R. was finally killed by a musket ball, in a battle near Elizabethtown, and buried near Woodbridge with the honors of war.—*Newark Eagle*.

THE LATE LIEUT. CONRAD.—In our obituary department to-day, will be found a notice of the death of one whose untimely fate will be long and deeply lamented—an officer whose memory will be cherished as that of a martyr of his country. Of his merits, it would be useless here to speak. We can appeal to those who, like ourselves, knew and admired his modest worth, his dauntless and independent spirit, to testify to his value as a soldier, and his fidelity as a friend. Lieut. CONRAD graduated at West Point almost ten years since, and upon receiving his appointment was immediately ordered to a distant frontier post, where he remained until the commencement of the Black Hawk campaign. He participated in the toils and perils of this Indian warfare, until the termination of hostilities. He was soon after directed to join the army in Florida, and has been ever since engaged in the deadly service of that pestilential region. His health was utterly destroyed; and he sought permission to leave his post for a short time, that he might enjoy the benefits of a climate more salubrious, and seek for medical relief that might give him a hope of continued life. This permission was denied him. Lieut. Conrad now resigned his commission. The resignation was accepted, with the provision that it should take effect after the 31st of August. Alas, before that day could arrive, he sunk beneath the influence of the poisonous atmosphere, upon a frame worn out in the service of his country.—*Philadelphia Gazette*.

From the Chronicle of the Church, Sept. 14.

PICTURE OF THE CRUCIFIXION.—A beautiful picture of that solemn and momentous event, is about to be put up in St. Paul's Chapel, in this city, as our readers will learn from the following correspondence. Many thanks are due to Mr. Craney, for this appropriate and significant donation; and we trust that both the giver and receivers will not fail to be continually reminded by it, that they too must have an interest in the blood that was then shed, if they would be made partakers of the glory thus purchased.

NEW HAVEN, Aug. 23, 1838.

John B. Robertson, Esq.

DEAR SIR: Permit me, through you, as a member of that body, to request of the Vestry of St. Paul's Chapel, their acceptance of the accompanying painting of the Crucifixion of our Saviour. It once occupied a prominent place in the Church of St. Francisco, at Cadiz, Spain, from whence I have procured it, with the design that it should occupy an appropriate place in St. Paul's. Should the Vestry deem the same worthy of such a disposition, will you present it to them in my behalf, and with my respects.

With sentiments of respect, I am, sir, your obedient servant,

WM. C. CRANEY, U. S. Navy.

To Wm. C. Craney, Esq., U. S. N.

DEAR SIR: The Vestry of Trinity Church gratefully acknowledge the receipt of the beautiful picture of the Crucifixion, which you were so kind as to present to them by the hands of Dr. Robertson. It is an exquisite specimen of art, illustrating the most mysterious, important, and affecting incident of Scripture history. The Vestry will, with great pleasure, place it in St. Paul's Chapel, agreeably to your desire.

BY ORDER OF THE VESTRY:

P. S. GALPIN, Clerk.

From the Baltimore American.

"THE GRAVE OF JEFFERSON."—We re-published last week an article from a Philadelphia paper, in which mention was made of the dilapidated condition of the grave of Thomas Jefferson. The Charlottesville (Virginia) Advocate copies it for the purpose of accompanying it with the following contradiction:

"We do not know that the article has ever met the eye of Captain Levy, who is now at Monticello, and we have no authority from him to contradict its statements. But having within the last three or four years frequently visited him, and partaken of his hospitality, we feel no hesitation in pronouncing the whole article a tissue of falsehoods, from the beginning to the end. With the exception of the terraces, the building is in good repair, and neatly and tastily if not splendidly furnished: and as to the grave, we believe the directions specified in Mr. Jefferson's will have been substantially carried into effect by his executor. A granite obelisk was several years since placed upon the grave, with the laconic and appropriate inscription written by Mr. J.; but owing to defect of the cement, the marble slab containing the inscription soon after fell from its place, and has never been restored. With this matter, however, Captain Levy has no concern, as the grave-yard was reserved in the sale to him.

"We are aware that many strangers who have visited Monticello, have expressed strong displeasure at their reception there; but we believe gentlemen and ladies who have gone there in a proper manner, have invariably been politely and hospitably entertained by Captain L. and his family: and we are quite sure that no fee, however trifling, has ever been exacted by any Irish woman, or any other person, since the place has been in possession of its present proprietor."

A CARD.—Dr. SHERWOOD has seen in the papers, and other periodical publications, various attacks upon his Theory of Terrestrial magnetism. One of them—that by Mr. Giddings, of Lockport, in the Niagara Courier—appears to have been written by a man of science, and a gentleman. For it he thanks Mr. G.; and assures him that every fact which he states has long been familiarly known by himself. At the same time, Dr. S. invites the attention of men of science throughout the country to the Theory, as partially developed in the Report of the Committee of the Senate. He wishes them, under their own signatures, to state with the utmost pre-

cision, yet with the courtesy of gentlemen, their own objections to it, as well as those which they derive from books and treatises on the subject. He knows that the correctness of the Theory will ultimately be determined by the facts of the case. These, he is collecting with care; and he assures those gentlemen of science, who favor him with a statement of their difficulties and objections, that in due time they shall receive all proper attention from himself.

It gives him pleasure to state, in this connection, that a number of observations, taken respecting the circle of no variation, and recently communicated to him, as well as one taken in his presence by a skilful observer, upon the line, fully confirm his Theory. With regard to these, he hopes, ere long, to communicate a more full and explicit statement.

NEW YORK, Aug. 21, 1838.

✂- Journals that have already noticed the above subject, will confer a favor by inserting this also.

* See among others an article in the Biblical Repository, July 1838.

ORIGINAL POETRY.

THOMPSON'S GRAVE.

Lofty is the soldier's pillow,
Pure the dew drop and the sigh;
Fresh and green shall grow the willow,
Waving as the breeze blows by.

Noble was the soldier's spirit,
Brave his contest with the foe;
Who shall now his worth inherit,
Who strew flow'rets o'er his brow?

Fame inscribes his name in glory,
While affection sheds the tear;
And, as oft we tell the story,
With emotion all shall hear.

Bloody is the hammock's tale,
Fill'd upon th' historic page;
And though grief is no avail,
It instructs the future age.

Sleep then, soldier, on thy pillow,
Consecrated to the brave;
Fresh and green shall grow the willow,
Waving o'er thine honor'd grave.

E. N. of N. Y.

SELECTED POETRY.

From the New York American.

THE WASTE-WORN,

BY LIEUT. G. W. PATTEN, U. S. ARMY.

The climate of Florida is of a nature so debilitating that it is next to impossibility for the invalid soldier to convalesce while exposed to its enervating influence. If not transported to a more congenial atmosphere, he is but too apt to die, more from the effects of exhaustion than from actual disease.

Weary and weak, and pale,
He sank on the lengthened route;
And they paus'd awhile in the lowly vale,
Where his fever'd frame gave out.

No gentle hand strew'd flowers
Along his rude made bier,
The death-stain'd leaves from the oak's old bowers,
They scatter'd with pike and spear.

And not an eye grew dim,
Beside his pulseless clay;
Tho' grief had treasured depths for him,
But its fount was far away—

Deep buried in the breast
Of one, from crowds apart,
Watching with brow of troubl'd rest,
For the partner of her heart.

When—when will he return?—
Fond thought his course may track,
Heart may throb and bosom burn;
But when will he come back?

Beneath a southern sky,

Without a hymn or prayer,
They made a grave 'mid the palm trees high,
And alone—they laid him there.

No, no, but not alone,
For the drum gave out its roll;
And the woods chim'd deep, in an under tone,
A knell for the loosen'd soul.

And the twilight drew around,
With its pale and sickly smile;
And the stream discours'd in its rushing sound,
And the mock bird sang the while.

Sweet bird of memory dear,
Thy melody is vain;
He heareth not—he cannot hear,—
When will he wake again?

CAMP ON THE SANTA FEE, Florida.

ARMY.

OFFICIAL.

SPECIAL ORDERS.

No. 66, Sept. 21—The recruits ordered to Jefferson Barracks, including those recently sent to Fort Leavenworth, on temporary duty, as soon as their services can be dispensed with on the Upper Mississippi, to proceed to Tampa Bay, and, as first intended, there be assigned to the Infantry serving in Florida. Capt. E. G. Mitchell, 1st Infantry, and Capt. H. Day, 2d Infantry, to proceed forthwith to Jefferson Barracks, to conduct detachments of recruits to their destination. Capt. W. Seawell, 7th Infantry, on being relieved, will proceed to join his company at Fort Gibson. All recruits enlisted for the 6th Infantry, to join their regiment in Florida as soon as practicable.

No. 67, Sept. 24—Brevet Major D. Wilcox, 5th Infantry, in consequence of ill health, relieved from duty at the principal depot, New York harbor, and ordered to Tampa, Florida, via Jefferson Barracks, for such duty as his health will enable him to perform. Lieut. S. B. Thornton, 2d Dragoons, an invalid, assigned to temporary duty on Recruiting service at Carlisle, Pa. Bvt. Capt. E. Schriver, A. A. G., assigned to duty at the Head Quarters of the army in the field, and will report in person to Maj. Gen. Macomb.

MEMORANDUM.—All officers of the line on ordnance duty, have either been relieved, or will be as soon as their services can be dispensed with.

Lieut. C. C. Daveiss, 5th Infantry, declines the appointment of 1st Lieut. 8th Infy.

Lieut. I. V. D. Reeve, 4th Infy., appointed 1st Lieut. in the 8th Infy.

RESIGNATION.

Camillus C. Daveiss, First Lieut. 5th Infy. Sept. 30.

ORDNANCE DEPARTMENT.

Aug. 27—Capt. W. A. Thornton, to the command of the Mount Vernon (Ala.) Arsenal.

30—Lieut. L. A. B. Walbach, to Fort Brooke, Florida, on temporary duty, and afterwards to Allegheny Arsenal.

Sept. 6—Lieut. P. V. Hagner, to Frankford Arsenal.

14—Capt. E. Harding, to command of the Augusta (Geo.) Arsenal.

GEN. ORDERS, } HEAD QUARTERS OF THE ARMY,
No. 9. } Buffalo, N. Y. Sept. 20, 1838.

I....Brig. General BRADY's command in future will extend from, and including, Oswego to the Northwestern extremity of the Eastern Division—Head Quarters at Detroit.

II....Brig. General EUSTIS's command will extend from Oswego along the line to the Northeastern extremity of Vermont—Head Quarters at Plattsburgh.

III....Each of these commands will be considered as Military Departments, and the Generals commanding them are authorized to appoint General Courts Martial within their respective commands, according to the Articles of War.

IV....The 1st regiment of Artillery will occupy the posts that may be established, from Ogdensburg along the line to the extremity of Vermont, having its Head quarters at Plattsburgh.

V....The 8th regiment of Infantry the posts from

Ogdensburg to Rochester, (and excluding Rochester,) having its Head Quarters at Sacket's Harbor.

VI....The second Regiment of Artillery, from Rochester to Detroit, inclusively, having its Head Quarters at Buffalo.

VII....The Generals will visit the posts within their respective Departments, as often as they may deem it necessary; and they are authorized to move the troops in any direction, which circumstances in their opinion may render it proper; but as far as practicable, and consistent with the good of the service, a battalion of each regiment, at least should be assembled at regimental Head Quarters.

VIII....The Major General commanding in chief is aware of the condition of the regiments which have lately served in the Indian country; and makes due allowances for the exposure and deprivations to which they were subjected; but he indulges the hope now, as every comfort is provided for the men, and abundance of clothing can be furnished for them, on proper requisitions, that every officer, from the commanding officer down to the youngest company commander, will use his utmost endeavors to put the troops under his command in such a state of discipline and equipment, as the General Regulations direct, without permitting on the part of the officers, non-commissioned officers and men, any deviation therefrom, either as to the manner of doing duty, or as regards their military dress and appearance.

IX....The Major General has observed of late many departures from the established dress, both by the officers and men; and he now calls on the Generals and commanders of regiments and posts, to see that every officer conforms strictly with the Regulations in his dress and equipment; and to allow no officer to wear in garrison or camp any other dress than that which properly belongs to his rank and station, after one month from the publication of this order, which is considered sufficient time to enable every officer who may require it, to supply any deficiency in his dress and equipment.

BY ORDER OF ALEXANDER MACOMB,

Major General commanding-in-chief:

A. S. MACOMB, A. D. C.,

Ass't Adj't Gen.

From the Army Register, corrected to Sept. 1.

RESIGNATIONS, &c., SINCE THE PUBLICATION OF THE LAST REGISTER.

RESIGNATIONS—21.

Captains—3.

| | | |
|---------------------------|-----------|---------|
| John Graham, | 2d Drags. | 28 Jan. |
| Bvt. Maj. John Mountfort, | 2d Arty. | 2 April |
| Levi M. Nute, | 6th Infy. | 31 Jan. |

First Lieutenants—9.

| | | |
|------------------|-----------|----------|
| William Gilpin, | 2d Drags. | 20 April |
| Z. M. P. Maury, | 2d Drags. | 27 Feb. |
| J. W. Bailey, | 1st Arty. | 8 July |
| A. E. Church, | 3d Arty. | 13 Mar. |
| R. T. Jones, | 3d Arty. | 31 July |
| Jubal A. Early, | 3d Arty. | 31 July |
| John Pickell, | 4th Arty. | 5 Aug. |
| John Beach, | 1st Infy. | 30 June |
| Chileab S. Howe, | 4th Infy. | 28 Feb. |

Second Lieutenants—8.

| | | |
|----------------------|------------|----------|
| Richard G. Stockton, | 1st Drags. | 30 April |
| Franklin Saunders, | 2d Drags. | 30 June |
| John R. Parker, | 2d Drags. | 31 Mar. |
| Fisher A. Lewis, | 1st Arty. | 15 Feb. |
| A. M. Rutledge, | 1st Arty. | 31 Aug. |
| W. T. Martin, | 4th Arty. | 15 June |
| P. C. Gaillard, | 1st Infy. | 30 April |
| A. H. Tappen, | 5th Infy. | 31 July |

Staff—1.

| | | |
|-------------------|-----------------|--------|
| John C. Reynolds, | Ass't. Surgeon, | 25 May |
|-------------------|-----------------|--------|

DEATHS—10.

| | | |
|------------------------|------------------------------|---------------|
| Lt. Col. John Fowle, | 6th Inf. near Cincinnati, | O. 25 April |
| 1st Lt. Asbury Ury, | 1st Dra. at Matanzas, | 13 April |
| 1st Lt. John Conrad, | 6th Inf. on James is'd, | Fl. 10 Aug. |
| 1st Lt. Thos. M. Hill, | 1st Inf. at Bath, Maine, | 10 July |
| 2d Lt. Jas. McClure, | 1st Inf. at Fort Brook, | Fl. 15 April |
| 2d Lt. J. H. Mathews, | 1st Inf. at C'p Worth Ten. | 15 Aug. |
| 2d Lt. C. H. E. Spoor, | 4th Inf. at Lockport, | N. Y. 25 Jan. |
| 2d Lt. John Connor, | 5th Inf. at N. Orleans, | La. 24 Feb. |
| W. Hughey, | Ass't. Sur. near Cincinnati, | O. 25 April |
| Wade Sullivan, | do. at Camp Walker, | Fl. 15 May |

DROPPED—1.

| | | |
|----------------------------|-----------|---------|
| 1st Lt. Chas. B. Chalmers, | 1st Arty. | 14 Feb. |
|----------------------------|-----------|---------|

CASHIERED—1.

| | | |
|---------------------|----------|---------|
| Lt. Roswell W. Lee, | 2d Arty. | 16 July |
|---------------------|----------|---------|

NAVY.

ORDERS.

Sept. 18—Lieut. W. D. Newman, New York station.
 19—Gunner T. Ryley, Navy Yard, New York.
 20—Mid. W. C. B. S. Porter, Rec'g ship Balto.
 Sailmaker W. Ryan, ship Levant.
 21—P. Mid. F. S. Hagerty, Rec'g ship, Philad.
 Lieut. J. W. West, steam ship Fulton.
 22—Carpenter D. Marple, Navy Yard, Boston.
 P. Mid. G. L. Selden, Ohio, 74, Boston.
 24—P. Mid. J. H. Adams, do. do.

OFFICERS RELIEVED AND DETACHED.

Sept. 19—P. Mid. M. Woodhull, from ship Fulton.
 20—Lieut. E. L. Handy, do.
 22—P. Mid. J. Anderson, from Ohio, 74.
 24—Carpenter F. Sagee, from Norfolk station.

RESIGNATIONS.

John Marshall, Lieutenant, September 18.
 J. F. Tatem, Sailmaker, September 19.
 Geo. D. Blackford, do. September 20.

VESSELS REPORTED.

Revenue cutter Campbell, Lt. Comd't Coste, sailed from Key West for Tampa, Aug. 25.
 Revenue cutter Dexter, Capt. Day, at Charleston, Sept. 17, from a cruise.

MARRIAGES.

In New York, on the 11th inst., Lieut. JAMES M. MORGAN, of the U. S. Ordnance Corps, to Miss JULIA ANN, only daughter of the late SIMON F. RANDOLPH, Esq., and niece of Major D. FRASER, U. S. A.
 At Brooklyn, N. Y., on the 12th inst., SAMUEL G. CORNELL, Esq., of Glenville, to SARAH, eldest daughter of Major D. B. DOUGLASS, late of West Point.
 In Portland, Me., Lieut. LOUIS M. WHITNEY, of the U. S. Marine Corps, to Miss ELIZA SALLEY.

TANK IRON.

NAVY COMMISSIONERS' OFFICE,

September 6, 1838.

SEALD PROPOSALS, endorsed "Proposals for Tank Iron," will be received at this office until three o'clock of the first day of October next, for furnishing and delivering at the Navy Yard, Washington, D. C., all the Plate and Rivet Iron necessary for three sets of Tanks for ships of the line; three sets for frigates of the first class, one set for a frigate of the second class, and three sets for sloops of war of the first class.

The whole must be of American manufacture and of the best quality, free from all flaws and defects, and entirely satisfactory to the Commandant of the Navy Yard after inspection by such persons as he may appoint.

The Plate Iron must be rolled true, marked, trimmed fair to the prescribed dimensions, susceptible of being bent to form the angles of the Tanks without cracking, and of the thickness which may be prescribed; a part will be of four-sixteenths, and a part of five-sixteenths of an inch in thickness. All the iron for the three sets for sloops of war must be delivered on or before the first day of January next, and enough for one set on or before the fifteenth of November next. The iron for a set for a frigate of the second class to be delivered on or before the fifteenth day of February next; that for the three sets for frigates of the first class on or before the fifteenth of April next; and that for the three sets for ships of the line on or before the fifteenth of June next.

Persons who offer must make separate proposals; first, for all the Plate and Rivet Iron for the sloops of war, and frigate of the second class; second, for the frigates of the first class; and, third, for the ships of the line; and must state separately for each or either of these classes, the price per pound at which they will furnish the Plate Iron, and for which they will furnish the Rivet Iron. Two persons must unite in offering to become sureties for the party making an offer, in case his offer should be accepted; and the reputed ability, and responsibility of the parties and proposed sureties must be certified by some Navy Agent, Commandant of a navy yard, or other person of respectability who may be known to the Board, all of which must accompany the offers.

The Commissioners reserve to themselves the right of accepting the offer for either of the classes separately from the others, should one person offer for more than one class.

Payments to be made within thirty days after the bills shall be duly certified and approved, and presented to the Navy Agent.

The persons who may contract will be furnished by the Commandant of the Navy Yard, Washington, with particular schedules of the iron which may be required, showing the size, form, and thickness of the plates, and the quantity and diameter of the rivet iron.

Sept. 13—td

PROPOSALS FOR PROVISIONS.

OFFICE OF COMMISSARY GEN'L. OF SUBSISTENCE,
Washington, July 1, 1838.

SEPARATE PROPOSALS will be received at this office until the first day of October next, for the delivery of provisions for the use of the troops of the United States, to be delivered in bulk, upon inspection, as follows:

At New Orleans.

60 barrels of pork
125 barrels of fresh superfine flour
55 bushels of new white field beans
880 pounds of good hard soap
20 bushels of good clean dry salt

At the public landing, six miles from Fort Towson, mouth of the Chiemichi.

240 barrels of pork
500 barrels of fresh superfine flour
220 bushels of new white field beans
3500 pounds of good hard soap
1600 pounds of good hard tallow candles
80 bushels of good clean dry salt

The whole to be delivered in all the month of April, 1839, and to leave Natchitoches by 20th February, 1839.

At Fort Smith, Arkansas.

600 barrels of pork
1259 barrels of fresh superfine flour
550 bushels of new white field beans
8800 pounds of good hard soap
4000 pounds of good hard tallow candles
200 bushels of good clean dry salt

The whole to be delivered in all the month of May, 1839.

At St. Louis, Missouri.

300 barrels of pork
625 barrels of fresh superfine flour
275 bushels of new white field beans
4400 pounds of good hard soap
2000 pounds of good hard tallow candles
100 bushels of good clean dry salt

At Fort Crawford, Prairie du Chien, Mississippi river.

120 barrels of pork
240 barrels of fresh superfine flour
110 bushels of new white field beans
760 pounds of good hard soap
1800 pounds of good hard tallow candles
40 bushels of good clean dry salt

The whole to be delivered by the 1st of June, 1839.

At Fort Snelling, Saint Peters.

240 barrels of pork
500 barrels of fresh superfine flour
220 bushels of new white field beans
3500 pounds of good hard soap
1600 pounds of good hard tallow candles
80 bushels of good clean dry salt

The whole to be delivered by the 15th June, 1839.

At Fort Winnebago, on the Fox river, at the portage of the Fox and Wisconsin rivers.

180 barrels of pork
375 barrels of fresh superfine flour
165 bushels of new white field beans
2640 pounds of good hard soap
1200 pounds of good hard tallow candles
60 bushels of good clean dry salt

The whole to be delivered by the 1st June, 1839.

At Fort Howard, Green Bay.

120 barrels of pork
250 barrels of fresh superfine flour
110 bushels of new white field beans
1760 pounds of good hard soap

800 pounds of good hard tallow candles

40 bushels of good clean dry salt

The whole to be delivered by the 1st June, 1839

At Fort Brady, Sault de Ste Marie.

60 barrels of pork
125 barrels of fresh superfine flour
55 bushels of new white field beans
880 pounds of good hard soap
400 pounds of good hard tallow candles
20 bushels of good clean dry salt

The whole to be delivered by the 1st June, 1839.

At Hancock Barracks, Houlton, Maine.

120 barrels of pork
240 barrels of fresh superfine flour
110 bushels of new white field beans
1760 pounds of good hard soap
800 pounds of good hard tallow candles
40 bushels of good clean dry salt

The whole to be delivered in December, 1838, and January and February, 1839.

At New York.

120 barrels of pork
240 barrels of fresh superfine flour
110 bushels of new white field beans
1760 pounds of good hard soap
40 bushels of good clean dry salt

At Baltimore.

120 barrels of pork
240 barrels of fresh superfine flour
110 bushels of new white field beans
1760 pounds of good hard soap
40 bushels of good clean dry salt

NOTE.—All bidders are requested to extend the amount of their bids for each article, and exhibit the total amount of each bid.

The periods and quantities of each delivery, at those posts where they are not specified, will be one-fourth 1st June, 1st September, 1st December, 1839, and 1st March, 1840.

The hogs of which the pork is packed to be fattened on corn, and each hog to weigh not less than two hundred pounds, and will consist of one hog to each barrel, excluding the feet legs, ears and snout.

Side pieces may be substituted for the hams.

The pork is to be carefully packed with Turks Island salt, and in pieces not exceeding ten pounds each.

The pork to be contained in seasoned heart of white oak or white ash barrels, full hooped; the beans in water-tight barrels, and the soap and candles in strong boxes, of convenient size for transportation. Salt will only be received by measurement of thirty-two quarts to the bushel. The candles to have cotton wicks.

The provisions for Prairie du Chien and Saint Peters must pass Saint Louis, for their ultimate destination, by the 15th April, 1839. A failure in this particular will be considered a breach of contract; and the Department will be authorized to purchase to supply these posts.

The provisions will be inspected at the time and place of delivery; and all expenses are to be paid by contractors, until they are deposited at such store-houses as may be designated by the agent of the Department.

The Commissary General reserves the privilege of increasing or diminishing the quantities, or of dispensing with one or more articles, at any time before entering into contract; and also of increasing or reducing the quantities of each delivery one-third, subsequent to the contract, on giving sixty-days' previous notice. Bidders not heretofore contractors, are required to accompany their proposals with evidence of their ability, together with the names of their sureties, whose responsibility must be certified by the District Attorney, or by some person well known to the Government, otherwise their proposals will not be acted on. Advances cannot be made in any case; and evidence of inspection and full delivery will be required at this office before payment can be made, which will be by Treasury warrants on banks nearest the points of delivery, or nearest the places of purchasing the supplies, or nearest the residence of the contractors, at their option.

Each proposal will be sealed in a separate envelope, and marked "Proposals for furnishing Army subsistence."

GEO. GIBSON, C. G. S.

July 12—4 Sept. 20.